



## Transportation Improvement Board

January 22-23, 2009 – Lacey, Washington

Meeting Location: Lacey Community Center, 6729 Pacific Avenue, SE, Lacey, WA  
(360) 412-3191

Lodging Location: AmeriTel Inn, 4520 Martin Way, Lacey, WA  
(360) 459-8866

### January 22, 2009 WORK SESSION AGENDA

WORK SESSION			Page
<i>Sidewalk Deviation Request</i>			
2:00 pm	A. City of Redmond: 124 <sup>th</sup> Avenue	Greg Armstrong	32
<i>Program Issues</i>			
2:30 pm	B. WAC Revision for Delayed Construction Only Projects	Rhonda Reinke	38
2:35 pm	C. Sustainability Criteria Review	Greg Armstrong	1
3:00 pm	D. Puget Sound Small Cities Analysis	Steve Gorcester	4
<i>General Matters</i>			
3:30 pm	E. E-Discovery for Board Members	Rhonda Reinke	6
3:35 pm	F. Ethics Training for Board Members	Melanie de Leon Executive Director, Ethics Board	

*Dinner on your own*



Transportation Improvement Board  
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January 23, 2009 – 9:00 am  
BOARD AGENDA

- |     |   | Page                                       |
|-----|---|--|
| 1.  | CALL TO ORDER   | Chair Burbidge                             |
| 2.  | GENERAL MATTERS   |  |
| A.  | Approval of November 21, 2008 Minutes   | Chair Burbidge 11                          |
| B.  | Communications  | Steve Gorcester                            |
| 1.  | Local road projects ready for stimulus funding – <i>Spokesman Review</i>            | 14   |
| 2.  | State awards \$500,000 grant for Anacortes roundabout – <i>Goskagit.com</i>         | 16   |
| 3.  | Bellingham gets grants for roundabout, pedestrian bridge – <i>Bellingham Herald</i> | 17   |
| 4.  | Bainbridge gets \$3.5M grant for Winslow Way street project – <i>Kitsap Sun</i>     | 18   |
| 5.  | Infrastructure overhaul bodes well for Valley economy – <i>Yakima Herald</i>        | 20   |
| 6.  | Sammamish earns \$3 million grant – <i>Eastside Business News</i>                   | 22   |
| 7.  | County gets \$3M for 88 <sup>th</sup> Street work – <i>Vancouver Columbian</i>      | 23   |
| 8.  | Grant to let Lacey extend Mullen – <i>The Olympian</i>                              | 24   |
| 9.  | My Two Cents and Letter to Editor TIB Endorsement – <i>Whitman Co Gazette</i>       | 25   |
| 10. | Letter from Town of Garfield  | 27   |
| 3.  | LEGISLATIVE PREVIEW & UPDATE  | Senator Haugen and Representative Clibborn |
| 4.  | NON-ACTION ITEMS  |  |
| A.  | Chair's Report to the Board   | Chair Burbidge                             |
| B.  | Executive Director's Report   | Steve Gorcester                            |
| C.  | Financial Report  | Theresa Anderson                           |
| D.  | Project Activity Report (11/1/08 – 12/31/08)  | Greg Armstrong 28                          |
| 5.  | ACTION ITEMS  |  |
| A.  | City of Redmond: 124 <sup>th</sup> Ave. Sidewalk Deviation Request                  | Greg Armstrong 32                          |
| B.  | WAC Revision for Delayed Construction Only Projects                                 | Rhonda Reinke 38                           |
| 6.  | FUTURE MEETINGS   |  |
|     | March 26-27 – Bellingham (Lakeway Inn & Convention Center)                          |  |
|     | June 25-26 – Spokane (Downtown Spokane Oxford Suites)                               |  |
|     | September 24-25 – Yakima (Red Lion Hotel & Conference Center)                       |  |
|     | November 19-20 – Bremerton (Kitsap Conference Center)                               |  |
| 7.  | ADJOURNMENT   |  |



## Sustainability Criteria Review

January 22, 2009

### BACKGROUND

In March 2008, the Board adopted new criteria including sustainable design elements for selection of urban projects in November 2008. The goal of adding sustainability criteria is to encourage agencies to give increased consideration to modal, environmental, energy, and recycling elements during project development. A concern was expressed that by changing mode accessibility to be included in sustainability, that there might be negative impacts.

In previous years, mode accessibility was a single category with a maximum of 10 points. The elements within mode accessibility were expanded to include more ways of achieving points for design elements of HOV or transit improvements, bicycle facilities, and pedestrian protection.

This review informs the board of outcomes with respect to sustainability criteria.

### ANALYSIS

Of the 112 urban applications, only one did not address some element of the sustainability criteria and just over 50% received the maximum allowable points in the category.

Modal and recycling were the two out of four sustainability elements most used by applicants to obtain points. Eighty-nine percent of applicants put a modal component or recycling measure into their application. For further breakdown:

The most popular modal measures were (in order):

- Construct 10 foot separated path or two five foot striped lanes
- Sidewalk wider than five foot minimum
- Extends bicycle route
- Planter Strip of three foot minimum (for pedestrian protection)
- Completes gap in bicycle route

The most popular recycling measures were (in order):

- On-site reuse of pavement
- On-site reuse of subsurface material
- On-site reuse of organic material

Comparing current and prior criteria is difficult because many of the scoring elements under the sustainability criteria did not exist prior to 2008. The modal category offers one opportunity for direct comparison between the 2007 and 2008 criteria. As shown in the table below, both the success rate and the percentage of projects incorporating bike lanes increased. This is a direct result of increasing the available point for bike lanes from two points to six points:

	2007	2008	2009	2010
Applications that include bike lanes	63%	60%	58%	67%
Funded projects that include bike lanes	70%	50%	48%	70%

On the following page, the table provides an inventory of each sustainability element included in all applications.

## CONCLUSION

The theory of sustainability criteria using incentives rather than a regulatory approach appears to have been successful. Customer and staff training both in project development and rating needs more refinement in 2009. For example, a large number of projects included LED Street lights in their application although technology is still under development. It is apparent that some customers interpreted street lights as traffic signals. Sustainability elements may be modified after design with TIB staff monitoring for such modifications and ensuring compliance with the intent of sustainable design. Modifications will be dealt with using the scope change process, if necessary.

FY 2010 Sustainability Application Summary  
1/11/2009

<b>Modal Measures</b> <i>(total number of projects with this element)</i>	<b>100</b>
Completes gap in HOV system	1
Adds HOV Lane each direction	1
Adds Queue Jump or Transit Only Lane	4
Improve non-motorized access to Park & Ride or Transit Center	27
Completes gap in Bicycle Route	30
Extends Bicycle Route	57
Construct 10-foot separated path or two 5-foot striped lanes	75
Install more than one bike parking facility along the project (multiple bike racks)	23
Sidewalk wider than TIB minimum (5 ft)	67
Planter Strip (3 foot minimum)	57
<b>Energy Measures</b> <i>(total number of projects with this element)</i>	<b>67</b>
Replace or Install new LED street lights throughout the project	55
Replace or Install new LED Traffic Signal throughout the project	36
Install Solar Power Panels or on-site power generation technology to support facilities in the road right of way	7
Emerging Technologies	11
<b>Environmental Measures</b> <i>(total number of projects with this element)</i>	<b>87</b>
Eliminate water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 100% of all project impervious surfaces	26
Reduce water detention through Low Impact Development (LID) / Natural Drainage Practices (NDP) (e.g. ecology embankment, permeable pavement) on-site to address 25% to 75% of all project impervious surfaces	34
Vegetated areas left undisturbed, or compost-amend soil with native plantings	39
Hardscaping or climate appropriate plantings	58
Emerging Technologies	12
<b>Recycling Measures</b> <i>(total number of projects with this element)</i>	<b>100</b>
On-site reuse of pavement	75
On-site reuse of subsurface material	61
On-site reuse of organic material	25
On-site reuse of other materials	10
Use of recycled pavement (hauled in)	31
Use of recycled subsurface materials	12
Use of recycled organic materials (hauled in)	12
Use of other recycled products	10



State of Washington  
Transportation Improvement Board

**Small City Analysis**  
January 22, 2009

**BACKGROUND**

At the November 2008 Board meeting, there was a discussion regarding small cities in the Puget Sound region losing eligibility to compete for Small City Funds. There are currently 23 cities in the Puget Sound that qualify for the Small City Arterial Program (SCAP). Many cities in this area are growing and are losing eligibility for SCAP at a rate of about one city per year. Consequently, these cities are losing funding opportunities because they are unable to compete in the urban programs and they are losing maintenance support through the Small City Pavement Preservation (SCPP).

This review will explore:

1. The effect of changing the small city definition from 5,000 to 7,500 in population statewide and by region.
2. How the client list would change using \$400 million Assessed Value to define small cities.

**How would changing small cities from 5,000 to 7,500 in population change the Regional Fund Distribution?**

When changing the small city definition from 5,000 to 7,500 population, there is little change in the distribution of funds for the two urban programs. However, there is a significant shift in the fund distribution in SCAP from other regions to Puget Sound. The Puget Sound area would receive an additional 9.3% of the funds, taking 4.1% from the East and 5.3% from the West. Based on last year's call size, this is a change of nearly \$1 million.

Twenty-four new cities would be added to the list of small cities if the population cap was increased to 7,500; 10 in the East, four in the West, and 10 in the Puget Sound region. The table below shows how regional distribution and dollars would shift if the population eligibility of small cities increased to 7,500.

**Regional Distribution Comparison Changing Small City Size**

<b>Population</b>	<b>Distribution Factors</b>			<b>Program Dollars</b>		
	<b>5,000</b>	<b>7,500</b>	<b>Difference</b>	<b>5,000</b>	<b>7,500</b>	<b>Difference</b>
<b>UAP</b>						
Puget Sound	56.2%	56.4%	0.2%	\$14,457,569	\$14,513,939	\$56,369
Northwest	9.6%	9.7%	0.1%	\$2,470,983	\$2,502,257	\$31,273
Northeast	11.4%	11.2%	-0.2%	\$2,937,381	\$2,890,664	-\$46,717
Southeast	9.4%	9.2%	-0.2%	\$2,426,454	\$2,368,541	-\$57,914
Southwest	13.4%	13.5%	0.1%	\$3,447,150	\$3,464,010	\$16,859

UCP						
East	20.9%	20.5%	-0.4%	\$5,707,301	\$5,595,329	-\$111,972
Puget Sound	56.0%	56.3%	0.3%	\$15,287,390	\$15,358,992	\$71,602
West	23.0%	23.2%	0.1%	\$6,282,300	\$6,322,670	\$40,370

SCAP						
East	52.8%	48.8%	-4.1%	\$5,472,767	\$5,053,294	-\$419,473
Puget Sound	17.6%	26.9%	9.3%	\$1,818,038	\$2,784,621	\$966,583
West	29.6%	24.3%	-5.3%	\$3,066,054	\$2,518,944	-\$547,110

#### **How would the eligibility list change if Assessed Value was used to define small cities?**

A few small cities have high Assessed Value and would potentially be excluded. Other current urban customers would be included. If an assessed value cap was placed at \$400 million then 18 cities would become eligible and nine cities would become ineligible. Although the net effect would be nine cities in total, the street mileage potentially added would be very significant.

NEW ELIGIBLE	NEW INELIGIBLE
Pacific	Medina
Stanwood	Clyde Hill
Selah	Hunts Point
Woodland	Ocean Shores
College Place	Yarrow Point
Grandview	North Bend
Othello	Blaine
Hoquiam	Black Diamond
Yelm	Woodway
Cheney	
Prosser	
Ephrata	
Colville	
Quincy	
Clarkston	
Orting	
Toppenish	
Airway Heights	

#### **What would need to happen in order to change the small city definition?**

Raising the population from 5,000 to 7,500 would require modification of RCW 47.26.115, RCW 47.26.345, WAC 479-12-211, WAC 479-12-411 and WAC 479-10-110.

#### **CONCLUSION**

A scenario that changes the small city definition using Assessed Valuation would be favorable since Assessed Valuation is more closely tied to need. However, it is not fiscally viable to add nine more cities with very large street systems to SCAP and SCPP. Creating a medium size city program using new money would better address the issue of medium size cities and the loss of funding opportunities.



Electronic Discovery and Preservation of Potential Evidence  
(E-Discovery)  
January 22, 2009

**BACKGROUND**

With recent court cases and findings in favor of plaintiffs when electronic records were not available or cataloged into a usable format, the Attorney General's office has worked with TIB staff on a policy and procedures in anticipation of potential litigation where E-Discovery could be significant. TIB staff understand that the risk involved is relatively low based on the annual risk analysis.

**STATUS**

The E-Discovery policy and procedures are separate and distinct from normal retention of public records schedule. Also, the policy and procedures do not affect the Public Disclosure Process, but may have an indirect tie to the process under 479-02 WAC Public Access to Information and Records. The E-Discovery policy and procedures are in effect at this time and are incorporated into the employee policies that are currently under revision.

**SIGNIFICANCE**

The E-Discovery policy and procedures applies to Board Members as you may be the recipient of a statement of claim or potential lawsuit. Another scenario would be if a complaint or claim is filed against a board member acting in the capacity of representing TIB. Any of the scenarios would begin a Litigation Hold of electronic documents. Electronic documents are any computer data or electronic recorded media that is stored in a digital medium. This is especially important if the Board Member uses their personal equipment (e.g. laptop, computer, blackberry, thumb drives, etc.) for TIB work as the digital information could become part of the Litigation Hold Notice.

It is very important that if a Board Member receives notice of a potential lawsuit that they begin preserving any electronically stored information as stated in the procedures.

**RECOMMENDATION**

No board action is needed.



## I. Policy

This document provides the Transportation Improvement Board (TIB) employees and board members with procedures to be followed to preserve documents and other potential evidence, including Electronically Stored Information (ESI), in anticipation of, and during litigation.

This procedure is distinct and separate from TIB policies on retention of public records and procedures on receipt of Public Disclosure Requests.

TIB is committed to establishing simple, consistent procedures to ensure we are good stewards of the information entrusted to us by the public we serve. These rules and procedures apply to all potential evidence, in all formats. The term *E-Discovery* is widely used to convey that much of our documentation is now in an electronic format.

## II. Procedure

### A. When to preserve information as potential evidence

1. When a TIB employee or board member learns of an incident or activity that might result in a claim, or lawsuit being filed against TIB, the law requires that TIB preserve all evidence that may be relevant to the case.
2. The preservation process, called a "litigation hold," supersedes all regular document retention rules and requires that all documents, in whatever format, whether electronically stored or paper, both copy and original be preserved until the litigation hold is lifted.
3. The need to preserve evidence might arise when:
  - a. An incident or activity by a TIB employee or board member results in significant damage or distress;
  - b. A TIB employee or board member makes a statement regarding a claim or lawsuit;
  - c. An incident of potential damage, negligence or wrongdoing by a TIB representative is reported in the media;
  - d. A similar incident or activity led to litigation or claims in the past;
  - e. A complaint or claim is filed against TIB by an employee, board member or member of the public including with TIB or with an external agency such as the Department of Labor and Industries, Equal Opportunity Commission, Human Rights Commission;
  - f. A public disclosure or discovery request filed indicates a potential claim;

4. If you are unsure about whether litigation is reasonably foreseeable, contact the proper channels to discuss the matter with the Assistant Attorney General (AAG) assigned to advise your office.

## **B. How to preserve evidence –**

### **Step 1 – Notify Supervisor and Executive Director**

When an employee or board member becomes aware of activities or incidents that can reasonably be expected to result in a claim or legal action involving TIB, he or she must immediately:

- a. Take preliminary steps to preserve all evidence that may be relevant to the case.
- b. Notify the supervisor and Executive Director of the potential claim and assist as needed in preparing the litigation hold;

### **Step 2 – Litigation Hold -- Identify Information and Key Participants**

The Executive Director will review the facts surrounding the incident or action and work with the AAG and TIB personnel to create the Litigation Hold. The Litigation Hold will consist of a written plan which describes:

- a. reasonable scope for the litigation hold notice;
- b. types, categories and locations of the information to be preserved;
- c. key participants to notify which may include
  - i. Supervisor
  - ii. Personnel potentially responsible for the information
  - iii. Executive Assistant to the Director – Public Information Officer
  - iv. Assigned Attorney General's Office representative
  - v. Information Technology Systems Manager
  - vi. Any others that are related to the process

### **Step 3 – Exchange of Information with Key Participants**

Executive Director provides key participants with information, which includes:

- a. Identification of both the subject matter and the data types (word documents, spreadsheets, image files) that require preservation of potential evidence.
- b. A Survey Checklist asking key participants to identify and provide the type, category, and location of potential evidence to the manager including the native format of the evidence and any non-network evidence such as might be contained on board members or employees personal computers.

- c. Who the Key Participant can contact for more information, questions, or assistance with preservation.
- d. Written notice that there is no longer a need to preserve information as potential evidence.

#### **Step 4. Follow up with IT – Systems Manager**

Information Technology Systems Manager takes the following steps when receiving the information from the Executive Director on the need to preserve information:

- 1. Contact each Key Participant and verify locations of electronic information.
- 2. Ensure that the electronic information is preserved and accessible.
- 3. Establish a unique Work Order to track the costs incurred as a result of the preservation activity.

#### **C. When to End Preservation of Potential Evidence**

- 1. The Executive Director will notify key participants writing to stop preserving the identified information.
- 2. Upon receiving notice that the Litigation Hold is lifted, the Public Records Officer will resume ordinary records retention policy on deletion or destruction of documents.

### **III. Definitions**

Definitions of commonly used terms related to preserving evidence follow.

**Discovery:** The formal pre-trial process used by parties in a court or an administrative proceeding to find out information about the issues from the other side.

**Discovery Request:** A request from the Attorney Generals Office (AGO) or a third party or client's attorney for any records or documents pertaining to a named individual or individuals or issues in litigation. Discovery requests may include interrogatories, requests for production, depositions, and subpoenas.

**Document:** Is defined in the court rules as including "writings, drawings, graphs, charts, photographs, phonorecords, and other data compilations from which information can be obtained[.]" This definition includes a wide range of items from Franklin® planners (calendars), computer disks and e-mails to Post-It® notes and drafts. It includes existing documents and documents created in the future. It includes originals and copies. It also includes tangible objects like models, samples, or parts. If questions exist about the relevancy of a document, you should err on the side of preserving the potential evidence.

**Electronic Discovery:** Discovery of Electronically Stored Information.

**Electronically Stored Information (ESI):** Computer data or electronic recorded media of any kind that is stored in a digital medium from which it can be retrieved and examined. ESI may include information and/or documentation stored in various software programs such as: Email, Outlook, Word, Excel, Access, Publisher, PowerPoint, Adobe Acrobat, SQL databases, or any other software or electronic communication programs or databases that you use. ESI may be located on network servers, backup tapes, Blackberrys, thumb drives, CDs, DVDs, floppy disks, work computers, cell phones, laptops or any other electronic device that you use to do your state work (including any personal devices you may use or have at home).

**Key Participant:** Any person (TIB employee, board member, contractor, or agent) identified as likely to have knowledge or custody of potential evidence.

**Litigation:** To subject to or engage in legal proceedings. Litigation includes proceedings in state and federal courts, administrative contested cases, and arbitrations.

**Litigation Hold:** The requirement issued by TIB or the AGO to preserve potential evidence related to anticipated or ongoing litigation.

**Litigation Hold Notice (LHN):** The document that is sent out to TIB employees or board members that gives notice that there is a potential for a lawsuit involving TIB and/or one or more TIB employees or board members. Receipt of the LHN requires the individual to begin retention actions for all potential evidence in their possession.

**Potential Evidence:** Documents, ESI and other information regarding any matter that is relevant to any claim or defense of any party in litigation, including the existence, description, nature, and location of documents, ESI or other tangible things, and the identity of persons with knowledge about such matters.

**Transportation Improvement Board**  
**November 21, 2008**  
**Hilton Hotel**  
**Vancouver, Washington**

**MINUTES**

**TIB BOARD MEMBERS PRESENT**

Councilmember Jeanne Burbidge, Chair  
Mr. Todd Coleman  
Councilmember Sam Crawford  
Ms. Kathleen Davis  
Mr. Mark Freiberger  
Mayor James Irish  
Ms. Doreen Marchione

Mr. Dick McKinley  
Mr. Dave Nelson  
Ms. Heidi Stamm  
Mr. Harold Taniguchi  
Mr. Steve Thomsen  
Mr. John Vodopich  
Mr. Ralph Wessels

**TIB STAFF**

Steve Gorcester  
Greg Armstrong  
Theresa Anderson  
Clint Ritter  
Scott Smith  
Eileen Bushman/recorder

**TIB BOARD MEMBERS NOT PRESENT**

Commissioner Greg Partch  
Ms. Paula Hammond (*attended Thursday work session*)  
Councilmember Neil McClure  
Ms. Jill Satran  
Mr. Jay Weber

**CALL TO ORDER**

Chair Burbidge called the meeting to order at 9:07 am.

**GENERAL MATTERS**

**A. Approval of September 26, 2008 Minutes**

**MOTION:** It was moved by Mr. Nelson with a second from Mr. Coleman to approve the minutes of the September 26, 2008 Board meeting as printed. Motion carried unanimously.

- B. Communications** – Steve Gorcester referred the Board to the newspaper articles and letters in the board packet. An article in the *Bellingham Herald* was shown on the Internet announcing the hiring of Mr. McKinley as the new Public Works Director for the City of Tacoma. Congratulations were given to Mr. McKinley. Mr. Gorcester mentioned *The News Tribune* article addressing the overhaul of Highway 99 in which TIB granted \$85 million toward the entire corridor. Finally, he referred the Board to a letter from Governor Gregoire congratulating the Board on the performance management award from the Council of State Governments.

**NON-ACTION ITEMS**

- A. Chair's Report** – Chair Burbidge reported on the results of two important transportation ballot items. Initiative 985, the Tim Eyman measure that would open HOV lanes to all traffic during certain hours, did not pass. Proposition 1, the Sound Transit expansion for King, Pierce, and Snohomish Counties, was approved.
- B. Executive Director's Report** – Steve Gorcester reported on the following items:  
*AWC "Infrastructure in Crisis" Pamphlet* – One of AWC's action plans for 2009 is to build on their successful programs by asking the Legislature to increase the TIB's funding by \$35 million – \$50 million per year. This support from AWC is greatly appreciated.

*Revenue Forecast* – There has been a series of low forecasts in the past couple of years. The current forecast is still low, but slightly better than expected. With the low revenue forecast, the over-programming in 2001, and a general aversion to risk are the reasons the call size still needs to remain conservative.

*Puget Sound Small Cities* – There were 23 cities in central Puget Sound that qualified for the Small City Arterial Program (SCAP). However, these cities are growing and are losing eligibility for SCAP at a rate of about one city per year. Consequently, these cities are losing funding opportunities because they are unable to compete with other urbans and lose maintenance support through the Small City Pavement Preservation (SCPP). This becomes a policy question of what the Board would like to do for small cities in this region. Some options include increase population level just in that region, look at region based on assessed valuation and disregard population, make low assessed value a criterion, provide funding to the smallest 30 cities with the highest need, or combine two of the options by considering the assessed value and raising the cap on population.

The Board requested that staff provide an analysis of cities above 5,000 population, but less than 7,500 throughout the state to see if a regional breakdown would be very different. The Board would also like to see a breakdown of the assessed value of the small cities in the central Puget Sound region.

*Bremerton Tunnel* – In January 2007, the Board approved a request from Congressman Dicks to obligate \$5.9 million to use in place of federal funds for the Bremerton Tunnel until an earmark could be secured. TIB funds would be used as a last resort, and if needed, a Congressional earmark would replace the \$5.9 million. TIB was recently called upon to provide the \$5.9 million and we will start paying that in the next couple of months. Secretary Hammond and Mr. Gorcester met with Congressman Dicks' office and earmarks are now more difficult to obtain. Details still need to be worked out, but an agreement has been made between WSDOT and the Governor's office for TIB to get back the \$5.9 million without going through Congressman Dicks' office.

*Recent TIB Project Ribbon Cuttings*

- City of Chelan – Park Avenue Walkway
- City of Oakesdale – First Street Walkway
- City of Colfax – Mill Street
- City of Leavenworth – 9<sup>th</sup> Street and Commercial Street
- City of Walla Walla – Plaza Way
- City of Cle Elum – Oakes Avenue
- City of Ellensburg – Ruby Street/Mountain View Avenue
- Walla Walla County – Myra Road
- City of Selah – East Fremont Avenue

**C. Financial Report**

Theresa Anderson reported that the UATA was alerting “red” because the fund balance was below \$3 million as this is a heavy billing period. This account will receive \$4 million in the next couple of weeks, so the current \$2.2 fund balance will go back up soon. The TIA fund balance is at \$5.1 million. The SCPP's fund balance is \$2 million.

During the 2009-2011 biennia, revenue will decrease \$6 million for a biennial total of \$212 million. However, it will increase during the following two biennia.

**D. Project Activity Report**

Greg Armstrong provided a summary of the 68 projects that had activity from September 1 – October 31, 2008. Of these, 16 projects were awarded bids and 43 projects were closed out. Notable changes included increases for three agencies, including D Street Overpass in Tacoma for \$750,000.

During this reporting period, there was a total of \$961,928 in increases and \$339,560 in surpluses, resulting in an increase in TIB obligations of \$622,368.

**ACTION ITEMS**

- A. 2009 Project Selection** – The FY 2010 priority array was presented to the Board for adoption. Sixty-nine projects totaling \$68 million were recommended. The breakdown of programs and funding included:
- 11 Urban Arterial Program projects totaling \$25.7 million

- 9 Urban Corridor Program projects totaling \$27.3 million
- 17 Small City Arterial Program projects totaling \$10.4 million
- 18 Sidewalk Program (Small City and Urban) projects totaling \$3.3 million
- 14 Small City Preservation Program projects totaling \$1.3 million

**MOTION:** It was moved by Councilmember Crawford with a second from Mr. Nelson to adopt the FY 2010 priority array as presented, with any work on projects beginning July 1, 2009 unless otherwise approved by the Executive Director. Motion carried unanimously.

**City of South Bend: First Street Increase Request** – The city requested an increase of \$227,206 for the First Street project. The original design assumed that a crack and seat process could be used to break existing concrete panels and that the roadway would then be overlaid. During a constructability review, it was discovered that the road had been built on material dredged from the river and supported on piles. In addition, when the water line was replaced by the city utility department, utility cuts were made across the existing roadway, leading to unsuitable and differential settlement in the concrete panels due to the breach of structural integrity of the roadway. This road has heavy traffic and is a main corridor between the school and local businesses.

**MOTION:** It was moved by Mr. McKinley with a second from Ms. Marchione to approve a \$227,206 increase for the First Street project, bringing the total TIB cost to \$535,230. Motion carried unanimously.

- C. **City of Tacoma: South Tyler Street Sidewalk Deviation Request** – The city requested a sidewalk deviation to eliminate the sidewalk on the east side of the roadway from South 52<sup>nd</sup> Street to South 40<sup>th</sup> Street because of the lack of pedestrian generators within this section. The area along this side of the road is undeveloped and because of a very steep slope will likely remain undeveloped.

**MOTION:** It was moved by Mr. Wessels with a second from Ms. Davis to approve a sidewalk deviation along the east side of Tyler Street between South 52<sup>nd</sup> Street and South 40<sup>th</sup> Street. Motion carried unanimously.

#### **FUTURE MEETINGS**

The next meeting is scheduled for January 22-23, 2009 in Lacey. Meeting notices will be sent out on January 2, 2009.

#### **ADJOURNMENT**

The meeting adjourned at 10:39 am.

SPOKANE

## Local road projects ready for stimulus funding

**Mike Prager**  
Staff writer  
December 1, 2008

With all of the talk in Washington, D.C., about stimulating the economy through public construction, one thing seems likely: More federal money is headed to the Spokane and Coeur d'Alene region for road and highway projects.

Democrats are sculpting proposals that would essentially use borrowed money to pay for pavement as part of a broader economic stimulus effort.

Putting people to work on construction clearly has short-term economic benefits, and building a better transportation system creates value through increased efficiency in the long run, proponents said.

But there's a catch.

The new federal money would have to be put to work right away. Only projects that are ready or close to going to contract could qualify. The idea is to get jobs rolling and completed within a year or two to boost the economy out of recession. These so-called "shovel-ready" projects would be first in line to get stimulus money.

Fortunately, the Spokane and Coeur d'Alene region has at least four or five big projects that may qualify.

They include widening Interstate 90 from Sullivan to Barker roads; constructing bridges over rail lines at Havana Street in east Spokane and Pleasant View Road near Idaho Highway 53; adding more lanes to a Spokane freeway north of Francis Avenue; and repair work on Interstate 90 and U.S. Highway 395.

"We could get the money to the ground real quickly with those projects," said Jeff Selle, manager of government relations for the Spokane Regional Transportation Council.

The U.S. House of Representatives has been considering an initial \$61 billion package that would include \$231 million in transportation projects in Washington and \$94 million in Idaho.

Any funding that's received from the package would have to be put to work in 120 days, a short timeline considering the complexity of bringing large projects to bid. The bill's distribution formula would direct \$23 million to the Spokane area, Selle said.

Widening I-90 between Sullivan and Barker would cost \$20 million, while the Havana Street bridge over BNSF Railway tracks is estimated at \$16 million.

Because of political controversy over a bailout for automakers, the \$61 billion House stimulus package may not get passed before the end of the current Congress.

An even larger funding package of up to \$700 billion may be on the table when President-elect Barack Obama takes office in January. A significant portion of that would likely go to infrastructure projects.

In addition to roads, the region also could benefit if Congress makes money available for new research facilities and alternative transportation routes.

Selle said funding for trail projects being sought through the Smart Routes planning effort could get stimulus money, too.

### An upgrade for Hillyard

**Audio:**  
Jeff Selle on economic stimulus money that might come to region



Hillyard's historic commercial area on Market Street is going to get a big makeover.

The city of Spokane last week announced two new grants for major construction in Hillyard and along Francis Avenue. About half of the money would go for new sidewalks and street amenities for the commercial district along Market.

That money would be teamed with a city street rehabilitation project slated for Market Street through Hillyard next year.

The grants from the state Transportation Improvement Board would provide \$2.7 million for transportation-related economic development through the TIB's urban corridor program. The grant would allow for construction of wheelchair-accessible sidewalks, pedestrian lighting and street trees, with a new irrigation system along Market Street from Heroy to Columbia avenues.

A separate \$2.5 million grant through the TIB's urban arterial program would be used for building a left-turn lane and adding sidewalks and bicycle lanes on Francis Avenue from Freya to Havana streets. That project is set for construction in 2011.

[Print This Article!](#)

## State awards \$500,000 grant for Anacortes roundabout

November 24, 2008 - 05:35 PM  
by Elaine Walker

The city of Anacortes received word from the state Monday that it will receive a grant of a little more than \$500,000 from the state Transportation Improvement Board for a roundabout at Commercial Avenue and Highway 20.

"We received that grant that we applied for," said Public Works Director Fred Buckenmeyer.

The project is one of only four local projects funded through from the state gas tax.

"This will be our construction money," Buckenmeyer said.

A \$197,155 contract with Reid Middleton for final design of a roundabout at Commercial Avenue and Highway 20 was approved by the Anacortes City Council last week.

Eric Shjarback, assistant engineer for the city of Anacortes, said conceptual designs have already met approval from the Washington State Department of Transportation. Reid Middleton will prepare everything necessary to ready the project for construction bids next year. The proposed roundabout fits the footprint of the existing intersection and the city will not have to acquire any property.

Reid Middleton has already completed 30 percent of the design. The additional work will include the final design with plans, specifications, engineering estimates and permits. The company will also coordinate the project with the WSDOT and hold an open house for the public.

Construction costs for the roundabout are estimated at \$715,000, Buckenmeyer said. The project is at the top of the city's transportation priority list for next year.

# Bellingham gets grants for roundabout, pedestrian bridge but trims other projects

JARED PABEN / THE BELLINGHAM HERALD

BELLINGHAM - Two grants will help the city build a roundabout and pedestrian bridge, but street repaving and improvements along Yew Street and downtown will be trimmed because of the tight budget.

The state Transportation Improvement Board on Friday, Nov. 21, gave the city \$1.61 million for a roundabout at Northwest Avenue and McLeod Road and \$175,000 for a pedestrian bridge over Whatcom Creek along Meador Avenue.

"All in all, we are just super-thrilled with the results. I couldn't have asked for anything better," said Ravyn Whitewolf, engineering manager at Bellingham Public Works. "In both cases, this funding is the shot in the arm that completes the package."

The city previously got a \$790,000 federal grant for the roundabout, but it'll still have to contribute \$150,000 or more to build the roughly \$2.55 million roundabout. Public Works hopes to build it in 2010, but next year's budget could delay it to 2011, Whitewolf said.

The city already has the \$750,000 in its own money needed to complete the roughly \$925,000 Meador Avenue bridge project, which will complete trail access between Lake Whatcom and Bellingham Bay. That bridge should be built in 2009.

Facing a tight budget, city staff had to cut funding for projects in the city's six-year transportation plan. Here are some of the major cuts to projects:

**Yew Street sidewalk and bike lane:** A \$600,000 project to install a sidewalk and bike lane on Yew Street just northeast of Woburn Street has been cut. It wasn't seen as a necessity because a trail in Whatcom Falls Park already provides pedestrian access nearby, said Brent Baldwin, development manager at Public Works.

**Annual street repaving citywide:** About \$1.82 million to repave city streets over the next six years has been cut. There's still about \$10.2 million to do repaving, but the decrease means less paving each year. Next year, the city still plans to spend about \$550,000 to repave Forest Street between where it connects to State Street and Ellis Street. The work will involve reducing it to two lanes with a bike lane and pedestrian crossings.

**Downtown sidewalk and street improvements:** About \$250,000 has been cut over the next six years in downtown street and sidewalk work, leaving \$500,000. Improvements to Holly Street between Lakeway Drive and downtown was the last major project using this money.

Public Works staff made the cuts because the Street Fund, the main source of street project money, is expected in 2009 to receive \$5.6 million less than this year, an 18.6 percent decrease. That's because sales tax and gas tax revenues are expected to decrease, but it's also because the city's administration has proposed diverting 57.5 percent of sales tax revenue to the general fund (currently, the street fund and general fund split sales taxes nearly down the middle).

Money from taxes on the sale of real estate, which is a smaller sum but still helps pay for streets projects, is also expected to decrease.

"It's kind of, 'Where does it hurt least to cut?'" Baldwin said. "Obviously we would love to do all the projects that we show, but you have to be fiscally responsible and build what you can afford to build."

Reach JARED PABEN at [jared.paben@bellinghamherald.com](mailto:jared.paben@bellinghamherald.com) or call 715-2289.

Bainbridge Gets \$3.5M Grant for Winslow Way Street Project

# Kitsap Sun

## Bainbridge Gets \$3.5M Grant for Winslow Way Street Project

By Tristan Baurick  
For the Kitsap Sun  
Tuesday, November 25, 2008

### BAINBRIDGE ISLAND

The city of Bainbridge earned a \$3.5 million state grant that will pay for almost 30 percent of a major road and utilities project planned for Winslow's main street.

Awarded this week by the state Transportation Improvement Board, the money will fund the surface portions of the larger \$12.3 million project, including new bicycle lanes, wider sidewalks and road repairs on Winslow Way.

The grant amount exceeded expectations, said Deputy Planning Director Chris Wierzbicki.

"We were trying to be conservative so we thought maybe we'd get one million dollars," he said. "But now we have three and a half million, so that's really good."

The grant's unexpected bulk means the city can shave off about \$1.5 million in bond funding budgeted for the project. The city will see additional cost savings by not having to pay an annual \$150,000 in bond-related debt payments over 20 years, Wierzbicki said.

The grant is a sizable cost offset for a project that has drawn criticism for its multimillion dollar price tag.

"Now more than 50 percent of this is coming from grants," said Wierzbicki, noting that the city has already obtained \$2.5 million in federal funds and \$1 million in private donations.

Additional funding may come from a \$2.5 million low-interest loan the city has requested from the state Department of Ecology.

The project will still likely draw upon bond funding provided by utility ratepayers in Winslow.

City Councilwoman Kim Brackett, who has been critical of the project, welcomed the grant but remained concerned that Winslow ratepayers may still be unfairly burdened.

"In an economic recession, one has to be prudent" about the tax burdens placed on residents and businesses, she said.

Bainbridge landscape architect Tom von Schrader said the plan's environmentally sensitive approach

helped push the city's grant application ahead of the competition, earning the boards highest "sustainability" rating.

"One reason we got the grant was because the city has been visionary in (developing) a non-ordinary streetscape," said von Schrader, whose Seattle-based SvR Design helped develop the street plan.

The overall plan calls for improvements to the street's stormwater treatment system, which currently funnels untreated surface water into Eagle Harbor.

Von Schrader said key elements of the proposed stormwater system include areas of porous pavement and rain gardens, which collect and filter surface water.

"As designers, we often choose to do conventional streets," he said. "But we've got to move past that now that things are so urgent with Puget Sound. I'm thrilled Bainbridge is out in front of a lot of other communities."

The grant was one of the largest awarded this year. A few larger awards in the \$5 million range went to projects in Seattle, Tacoma and Bothel.

"This is a significant opportunity for Bainbridge, as many (Transportation Improvement Board) grants do not reach the grant level that this grant did," Councilwoman Hilary Franz said, adding that about \$213 million was requested from numerous communities, but only \$27.3 million was granted.

The grant's contribution to the Bainbridge project will pay for a bike lane on the east portion of Winslow Way and bike markings, also known as "sharrows," on other portions of the street.

Sidewalks will expand from an average width of about 5 feet to about 8.5 feet.

Some on-street parking will be reconfigured for safer traffic flow.

The city may use a portion of the grant to clean soil contaminants at the former Unocal gas station property on the southwest corner of the Winslow Way-Highway 305 intersection. The city-owned property can then be developed into a downtown park.

The grant may also allow the city to bring back amenities recently deleted from the plan to cut costs.

"Maybe we can upgrade some of the materials we use, like more porous pavement," Wierzbicki said. "And maybe we can squeeze in another bike lane where we didn't have one before."

Design work on the project will likely conclude next year. Construction is slated to begin in 2010.



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From the YakimaHerald.com Online News.

Posted on Monday, December 01, 2008

Infrastructure overhaul bodes well for Valley economy

By CHRIS BRISTOL

Yakima Herald-Republic

Here's some good economic news for once: Commercial construction is alive and well in Yakima, and \$23 million in government spending on infrastructure projects won't hurt either.

"We will be very busy in 2009, and it's a good time to be building," says Michael Morales, the city's deputy economic director.

Projects scheduled for 2009 should help shore up not only the city's infrastructure -- roads, bridges, etc. -- but also the local economy.

Leading the list is groundbreaking on the twin underpass project known officially as the Railroad Grade Separation. When it's done, motorists on Lincoln Avenue and Martin Luther King Jr. Boulevard will never again have to stop for freight trains.

The project has been talked about since at least the early 1970s and is said to be the largest public works project in the city's history.

Also in the mix are major repairs to the aging Nob Hill Boulevard overpass as well as improvements to several busy intersections and restoration of the city's historic trolley barn near Davis High School.

Much of the city's capital budget next year stems from an infusion of state and federal grants that were locked in before the national economic meltdown.

Construction spending of all sorts, private and public, generates back into the local economy as much as six dollars for every dollar spent thanks to the "multiplier effect," says Bill Cook, the city's economic director.

The scheduled work for 2009 piggybacks on a number of 2008 projects.

Crews are already at work on the downtown Holiday Inn, and work at the site of the new West Valley Wal-Mart is expected to get under way in the spring.

Also in 2008, construction crews put the finishing touches on the huge River Road rebuild, installed a new skatepark at Kiwanis Park, poured new sidewalks throughout downtown and broke ground on the Capitol Theatre expansion. There was also a groundbreaking for the new YV-Tech campus and classes got started at Pacific Northwest University of Health Sciences.

"If we can use this environment to keep the construction industry going, that's what it's all about," Cook said.

For now, it's not clear what kind of money is going to be available in 2010. Cook and Morales say talk of a New Deal once President-elect Barack Obama is sworn into office could generate even more capital spending as a way to bolster infrastructure and create jobs.

At the same time, more money could mean more competition for projects.

"What happens in 2010 is another story," Cook says.

*\* Chris Bristol can be reached at 577-7748 or [cbristol@yakimaherald.com](mailto:cbristol@yakimaherald.com).*

### **The top projects for 2009:**

\* **Railroad Grade Separation:** Planned are twin underpasses, one on Lincoln Avenue and the other on Martin Luther King Jr. Boulevard, that direct traffic underneath the Burlington Northern freight line. City officials expect the Lincoln underpass to go out to bid by the end of March. The MLK underpass, which remains \$8 million underfunded, would follow in 2010. Cost: \$43 million, mostly in the form of state and federal grants, spread out over three years.

\* **Nob Hill overpass:** Built in 1964 when Nob Hill Boulevard was known as Lenox Avenue, the busy bridge over the railroad tracks (not to be confused with the new Interstate 82 overpass) is slated for repairs in 2009. Engineers say the bridge needs repairs to columns, expansion joints, damaged hand railings and, depending on availability of grant money, a new concrete deck. Cost: \$1 million, perhaps double that, based on a mix of the city's real estate tax reserves and grant funding.

\* **16th Avenue at Washington Avenue:** Rebuild of intersection at east end of the Yakima Air Terminal in conjunction with two other major projects -- extension of Valley Mall Boulevard and realignment of 16th Avenue around the airport -- that are already under way. City officials expect the project to go to bid in the spring and for the work to be done by the end of the year. Cost: \$1.1 million, from a mix of state transportation funds and the city's real estate tax money.

\* **Yakima Valley Trolley Barn:** Restore and renovate the historic barn, which the city bought in January for \$200,000. Project includes repairs to the internal crane system and masonry as well as installation of fire and smoke alarms. Cost: \$495,000 from federal grant.

\* **Coolidge Avenue:** Recently annexed into the city, Coolidge Avenue is expected to be rebuilt from 80th Avenue to 88th Avenue in 2009. Surveying has already been completed and the design work begun. Construction will include paving, rolled curbs, lighting and sewer. Sidewalks will be laid by developers at their expense. Cost: \$753,088 in the form of existing developer contributions and air quality grant money.

\* **Summitview at 66th Avenue:** Installation of a traffic signal. City officials expect the project to go to bid in the spring and the construction to get under way in the summer. Also in the works is the addition of a left-turn lane on Summitview. Cost: \$350,000 from a 2008 bond issue.

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## **Sammamish earns \$3 million grant**



Monday, 08 December 2008

Facing tough competition for state transportation money, the city's public works staff buckled down and made sure their grant request met all of the funding criteria. Last month, they got the good news: The Transportation Improvement Board (TIB) awarded Sammamish \$3 million for the city's 244th Avenue project.

It wasn't easy. In the Puget Sound Region, only four out of 38 requests in the TIB's "Urban Corridor Program" category received funding .

"All the credit goes to Laura Philpot, Jeff Brauns and Jed Ireland," said Public Works Director John Cunningham. "They put together a great application."

Among other things, the project will build an 800-foot connection between existing segments of 244th Avenue, and add a median strip and turn lanes to the corridor between Southeast Eighth Street and Northeast Eighth Street. Total construction cost: \$13 million.



# County gets \$3M for 88th Street work

*The Columbian*

Clark County will receive \$3 million in state transportation funding to reconstruct a portion of Northeast 88th Street in Hazel Dell.

The county also received \$3 million last year to improve an adjacent 1.2-mile segment of 88th, from Northeast St. Johns Road to Andresen Road. With the new money, the county will improve 1.7 miles on 88th from St. Johns west to Highway 99.

The project will widen the roadway to include two through lanes and a continuous left-turn lane, with bike lanes and sidewalks on both sides.

The Washington State Transportation Improvement Board on Monday announced \$66 million in street and sidewalk construction grants statewide.

The city of Battle Ground received \$94,686 to complete a sidewalk along East Main Street, which connects the new community center and fairgrounds to the city's central business

district.

The state board incorporated sustainability into the selection criteria to encourage local agencies to consider the possibilities for improving street design.

## Coming Friday

Some local students are recording a CD to encourage children to seek adult mentors.

## at theolympian.com

For useful information in tough economic times, go to [www.theolympian.com/thriftyliving](http://www.theolympian.com/thriftyliving).

# Grant to let Lacey extend Mullen

New section of road will connect to 37th Avenue at College Street

BY CHRISTIAN HILL  
THE OLYMPIAN

LACEY — A state board has awarded the city \$2.5 million in grant funding to construct an extension of Mullen Road beginning this summer, city officials say.

The proposed extension, connecting College Street and Ruddell Road, will reduce traffic congestion and improve safety on existing parallel roads, notably 45th Avenue Southeast and Yelm Highway, Lacey city officials said.

"I think it's going to improve traffic overall for the community," Assistant City Manager Scott Spence said.

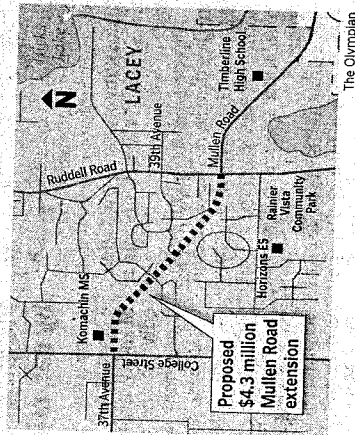
Residents living along the southern end of College Street often take 45th Avenue to reach Mullen Road and its two schools, Timberline

High School and Lakes Elementary School. They must turn left onto a busy stretch of Ruddell Road, then quickly get into the right lane to make the turn onto Mullen. With the extension, they no longer need to make those turns.

The city didn't install traffic signals at 45th and Ruddell because it's close to Mullen and Ruddell, which has a signal.

The city began securing right-of-way for the project 20 years ago.

See **ROAD WORK**, Page A5



The Olympian

## ROAD WORK

Continued from Page A3

The extension will include two travel lanes, a third lane for a median or turn lane, sidewalks and bike lanes.

The city will schedule an open house early next year to update neighbors on the status of the project.

Doreen Hudson, president of the Park Place Homeowners Association, said she opposes the extension because it will open her neighborhood to drivers on the north end. The 93-home neighborhood is directly south of the extension. City officials met with neighborhood representatives Nov. 20, a day before the board awarded the grant.

"There's going to be more traffic," she said.

Hudson said she wasn't aware of the neighborhood's general reception to the pending project. The homeowners association will discuss the project at its upcoming annual meeting, she said.

## New LOTT plant

The total project cost is \$4.3 million. The city will contribute \$661,000 from its street fund. The city and the LOTT Alliance, the area's wastewater-treatment provider, will contribute a total of \$200,000.

The extension will provide access to 5 acres of property where LOTT will construct a new wastewater-treatment plant.

Road and plant construction will occur at the same time. Developers have contributed an additional \$861,000 to the project over the years.

The city has secured the majority of right-of-way needed for the road extension as the area developed, City Attorney Ken Ahlf said. The city needs additional property from two adjoining parcels, he said.

City staff members have approached homeowners associations about using their stormwater retention ponds to collect runoff from the new road, he said. In exchange, the city would maintain the

ponds.

This fall, the city finished a \$5.7 project to widen the stretch of Mullen from Ruddell Road to the east city limits with a center median, bike lanes and sidewalks.

The state Transportation Improvement Board awarded \$66 million in street and sidewalk construction grants Nov. 21. The board receives 3 cents of the state gasoline tax assessed on every gallon of gasoline to distribute to selected projects. The board awards grants on a competitive basis, and the agencies that apply typically must provide their own funding to the project.

In addition, the town of Bucoda received more than \$670,000 during this grant cycle to repair and reinforce a section of Tono Road damaged in a slide a year ago.

# MY TWO CENTS

## Towns struggle to pay street bills while TIB funds big ticket projects

BY JANA MATHIA  
Gazette Reporter

This year Gazette staffers covered seven stories about street and sidewalk projects in smaller Whitman County towns. Most of the funding for the projects was provided through the state's Transportation Improvement Board (TIB).

Those projects totaled almost \$2.7 million from the TIB which derives funds from a three cents per gallon gas tax.

While all that state gas tax money paid for needed capital improvements in towns, many of those same towns struggled to wring enough out of their own budgets to keep up with normal street maintenance.

Eight towns had extra levy proposals this year that applied to their street departments, whether for improvements or as the primary funding for maintenance and operations.

Those eight proposals were among 19 extra levy requests on the Nov. 4 ballot. Four park and recreation districts and two cemetery districts also submitted proposals.

Levy proposals for different street departments ranged from \$12,000 to \$55,000. The total for all the street levy proposals was \$271,000, or roughly 10 percent of the TIB funds which went into the projects around the county.

The TIB money which went into the Oakesdale sidewalk project alone would cover all the extra street levies requested by the eight towns.

For the small towns of Whitman County extra levies are a fact of life. This was emphasized at a Nov. 12 Garfield City Council meeting.

"That levy is the street department," Mayor Jarrod Pfaff stressed.

Small towns are unable to generate enough revenue from property and sales taxes and other sources to keep potholes filled, streets surfaced and plowed.

Towns do get money for streets with a slice from the gas tax. For 2009, that allotment was parceled out at \$23.41 per person. For small towns, that's not much.

The U.S. Census Bureau figured Garfield's 2008 population is 637 residents. That adds up to \$14,912.17 in gas tax revenue this year.

Garfield was one of several towns on the Nov. 4 ballot which asked voters for at least \$50,000 for street maintenance. To get that much from their state gas tax slice, the town would need a population of 2,136.

Colfax funds its



streets budget with 19 percent of the city's sales tax revenue and 29 percent of property taxes. Gas tax revenues add another \$66,000.

That budget formula provides enough funding to keep Colfax from asking for special levies for normal street jobs. However, the amount of street work which gets accomplished from year to year has been reduced as costs have increased.

For 2009, Colfax has a tentative plan to surface Fairview Street on the south end, but that is expected to consume about \$15,000 of city reserves.

Pullman also does not request a levy for its normal street department operations. The gas tax contributes \$420,000 to the streets coffers, but the majority of the \$1.79 million street department budget comes from a two percent tax on all utilities in the city. For 2009 that tax is expected to bring in \$1,500,000.

Pullman also gets \$175,000 from one fourth of a percent on real estate sales transfer taxes. All towns in Whitman County except Lamont have opted to collect that tax, but for them it generates scant income compared to Pullman, where most of the real estate sales in the county are made.

The revenue formula breaks down as the town gets smaller. Palouse, the third largest town in the county, seeks a special levy to maintain its arterial streets. The city street fund, which pays for overhead and salaries, is also fed by 50 percent of the Palouse property tax revenue.

Town councils and town officials around the county at this time of year are figuring out how to stretch their budgets to provide services for their residents. That includes providing a street system for daily transportation needs inside the city limits.

At the same time the TIB, fueled with gas tax funds, provides funds for big ticket items which are otherwise off the budget chart for small towns.

Some towns struggle to be considered for TIB projects. Towns are awarded points based on existing conditions, proposed improvements, acci-

dent history, existing hazards, direct and improved access, community impact and local match. Towns which rank the highest in the priority charts are allotted a portion of the \$10 million of TIB funding for small city projects.

Despite best intentions, sometimes the projects don't always suit the community. Residents after a Garfield city council meeting said they were not impressed with the recent Second Street sidewalk project which leads to the school. One citizen noted the street was not the one generally used by students. Some requirements stipulated by TIB, like a green space, were seen as impractical and as a hindrance to the traffic flow of the street.

Residents along North Mill in Colfax have complained about lighting pollution from what they say are TIB-funded street lights that are too bright.

With the competition statewide for TIB projects, towns have to meet certain criteria to get projects funded and often have to adjust proposals to get the points.

But those new sidewalks, streets and gutters are a welcomed addition to towns which could otherwise not afford them. In fact, without voters' permission for extra tax levies, most of the towns can't afford the upkeep on their present streets.

When street levies fail, towns are often left to limp along for a year.

When Tekoa's 2007 street levy failed the department staff was cut and half of the streetlights in town were turned off.

Snow mounted on

Rosalia's streets during last year's heavy winter because of cutbacks in plowing brought on by a failed levy.

With an impending failure on the horizon for Garfield's levy proposal, similar cuts are expected to be made, Mayor Pfaff noted at the Nov. 12 meeting. Even with a new \$295,000 sidewalk, Garfield faces the question of how will it pay for

fuel for the street sweeper.

Small towns and street levies twine in an interesting dance. While citizens get frustrated at the thought of paying more taxes, that frustration should be balanced against the services those taxes supply. Streets don't fix or clear themselves; someone has to pay the bills.

officer announced that they had been looking for me and hoped that I would call, since the only phone numbers in the bag were for my office in Sudan and a receipt from Tanzania. I identified myself and described what was in the bag. Since I was in Spokane and destined for Colville, I asked if the officer could secure the bag until my return on November 28th. I was told they would lock the bag up in the safe and to retrieve the bag on our return trip back to WSU's Veterinary Hospital.

When I arrived at the Colfax police department I identified myself and the bag was retrieved. I conducted my inventory and signed for the bag and contents. Nothing was missing. What I did not find out

were the names of the people who found the bag and turned 100% of its contents over to the police. The officer took our stateside phone number so we could thank them personally.

We never received a call from the Good Samaritans.

We thought the best course of action was to write a public letter to acknowledge the honesty and kindness shown to complete strangers that were just passing through your town with their beloved cat.

In these stressful times for the citizens of our world it is refreshing to see our nation's citizen's act so admirably with our honest benefactors finding and turning our valuables over to the authorities, the police making efforts to find us, and finally the entire community providing the building blocks necessary to compel its citizens to act so exemplarily.

Yes, honor and honesty are alive in Colfax.

**Stephen I. Kriken,  
UN Peacekeeping  
Mission in Sudan**

(PS, We have received encouraging word from WSU that our cat is walking better. He will finish his radiation treatments on Christmas Eve.)

### TIB endorsement

The Town of Lamont was the happy recipient of one of the TIB (Transportation Improvement Board) grants

that were so thoughtfully outlined and discussed in Jama Mathias' "My Two Cents" article (Nov. 27). This article did a fine job of outlining the real challenges that small communities face as they try to cope with basic maintenance issues for their existing roads and attempt to balance a whole range of town needs and desires while factoring in a traditionally levy-resistant population and the realities of a stagnant tax base. This is a very real problem that all towns face, but I think that we might be commingling topics here as we discuss existing infrastructure maintenance on the one hand with the long-term investment in the future that TIB is making in communities like Lamont on the other.

It seems like one of the underlying themes of the well-researched and obviously thoughtful "My Two Cents" article was that, on some level, it might have been wiser to spend the TIB funds on existing maintenance needs versus adding to and improving the overall infrastructure baseline itself. TIB has been given involves strict guidelines laid down by the

Legislature on how and for what purpose these dedicated monies can be spent – so it is not possible to use these funds for traditional maintenance-type issues. Second, it is indeed possible to develop and enhance a town's infrastructure while maintaining the existing roads – assuming the political will is there and the priorities are in balance with the realities of an often-stark budget landscape. That is where the challenges and difficulties of being an elected official come in. No one likes the part of the job where we have to say no to important and worthy things in lieu of others.

Small town governance requires any number of tough choices between highly desirable, meritorious and unfortunately mutually exclusive needs and desires – and often road maintenance, never the most glamorous undertaking at the best of times, is shuffled off to the back burner while the pampered pets of our budgetary decision making

processes are trotted out for all to see. This is the nature of the budgetary beast, and can be remedied with active citizen/council involvement and clear-eyed, realistic decision-making – even if that means giving up some cherished budgetary preferences in order to accomplish the core responsibilities that towns are vested with.

When it comes to the benefits that TIB provides, however, I have a unique view on the real, undeniable impact that they can and did make in the lives of our citizens and in the long-term viability of our town. The real, lasting benefits of the work TIB and our town engineering firm, Century West Engineering, did in Lamont were not only tangible but were, in fact, also intangible. The benefits provided to Lamont in the form of paved streets, sidewalks and a fantastic rain-water removal system are very real and much needed.

But the surprising thing to me was the changes in outlook that came about as natural by-products of the road project itself. There is a ground swell of pride in our town now – one that replaced a low level form of lethargy and despair. Attendance is up at town events, Lamont held a festival this year for the first time in many years, and families can be seen strolling around town on our new sidewalks. All of this corresponded with the influx of TIB funds and the professional work carried out by Century West Engineering – and would not have arisen by simply maintaining the existing foundation that is already in place. The TIB made a strategic investment in Lamont, and the citizens of Lamont sat up and took notice.

Before TIB came in, Lamont had a sum total of two paved roads. Gravel roads serviced our fire station, community center and school. When presented with the opportunity to receive a grant to pave these major arteries (to us they were major like the tallest member of a short family is still considered tall) we were delighted. As the idea of paving a large portion of the town became known and was actively discussed, there were, of

course, a few citizens who thought pavement would take away from our rural ambiance (one even used Andy Griffith reference – although his son was not named Opie) and a few steadfast individuals thought that sidewalks were only for the morally unsound – but thankfully this minority was drowned out when people realized that towns, like any organic thing, either move forward or move backward – either thrive and grow – or diminish and decline. We will, of course, continue to have to maintain our existing roads (and make tough choices in doing so), but the positive energy, spirit of community and overall goodwill produced by this wonderful program has done more to ensure that Lamont remains an ongoing concern

than any single event in living memory. So, from a strategic investment standpoint, the TIB was highly successful on any number of levels in Lamont.

In summary, America's greatness was built with one eye always on the future, and, in my opinion, the real benefits that TIB provides are being done in that spirit – and this State needs more of that sort of vision and commitment and not less. Hard choices may face us, but the minute we admit to ourselves that we cannot move forward any more and should instead hunker down and perpetually reinforce the status quo is the exact moment our real problems will begin to earnest.

**Steve Lacy,  
Mayor of Lamont**



# TOWN OF GARFIELD

P.O. Box 218  
GARFIELD, WA 99130-0218

(509) 635-1604  
FAX (509) 635-1201  
TTY 1-800-833-6388

COPY

November 24, 2008

RECEIVED

DEC 01 2008

TIB

Transportation Improvement Board  
Attn: Stevan Gorcester, Executive Director  
PO Box 40901  
Olympia, WA 98504-0901

Dear Mr. Gorcester:

Please accept this letter of appreciation on behalf of our town council, our public works staff and our community for the incredible support and assistance the Transportation Improvement Board (TIB) provided to the Town of Garfield in 2008. Because of a generous grant from TIB we were able to overlay 1,600 linear feet of streets at a total cost of \$40,880 with no match from the town.

Additionally, the town was able to get a completely new handicapped accessible sidewalk along 2<sup>nd</sup> Street. Prior to this much needed improvement, folks using a wheel chair could only use the street. This was a real safety concern for the community. The town's match for this project was a modest 21.5% match.

Please know how much we appreciate the efforts of you, your staff and your board. And especially, we would like to give a special thank you to Gloria Bennett and Theresa Anderson. Gloria brings a wealth of experience to every project, always improving the end result. Theresa is always so helpful in working through the details and processing payments so quickly.

Thanks for all you do.

Sincerely,

Jarrod Pfaff, Mayor

Andrew Flodin, Councilmember

Larry Hunt, Councilmember

John Kuehner, Councilmember

Tim Southern, Councilmember

Rob Watkins, Councilmember



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2008 to 12/31/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
<b>SCAP Program</b>							
6-P-801(004)-1	CARNATION	Blanche Street	Audit	CC FV AD	626,622	-3,209	Director
6-E-924(005)-1	DAYTON	South Second St - Phase 2	Design	DE	63,000	0	Director
6-P-811(006)-1	EATONVILLE	SR-161 Corridor Project	Design	DE	54,312	0	Director
6-P-820(004)-1	GRANITE FALLS	Jordan Road	Construction	CN	700,000	0	Director
6-W-834(004)-1	LA CONNER	Washington Street/2nd Street	Construction	CN	381,000	0	Board
6-E-913(001)-1	LAMONT	Eighth/Spokane/Fourth Streets	Audit	CC FV AD	589,561	2,045	Director
6-P-804(005)-1	NORTH BEND	North Bend Way	Audit	CC FV AD	625,000	0	Director
-804(006)-1	NORTH BEND	Bendigo Boulevard (SR 202)	Audit	CC FV AD	406,288	426	Director
-898(003)-1	ROCKFORD	Emma Street	Design	DE	54,000	0	Director
-867(004)-1	WILSON CREEK	First Street	Design	DE	58,200	0	Director
<b>Total SCAP Change</b>						<b>-738</b>	
<b>SCPP Program</b>							
2-E-868(001)-1	ALMIRA	FY 2009 Seal Coat Project	Audit	CC FV AD	22,558	-4,572	Director
2-E-857(002)-1	ELECTRIC CITY	FY 2009 Seal Coat Project	Audit	FV AD	11,838	0	Director
2-E-941(001)-1	HARRAH	E Pioneer St	Audit	FV AD	14,913	0	Director
2-E-860(001)-1	HARTLINE	FY 2009 Seal Coat Project	Audit	CC FV AD	8,243	-6,466	Director
2-E-931(001)-1	KITTITAS	Main Street Overlay	Audit	CC FV AD	120,074	-4,332	Director
2-W-949(001)-1	LA CENTER	FY 2009 Overlay Project	Contract Completion	CC	114,848	-5,374	Director
2-E-942(001)-1	MABTON	FY 2009 Overlay Project	Audit	CC FV AD	91,968	0	Director
2-E-852(002)-1	MANSFIELD	FY 2009 Overlay Project	Audit	CC FV AD	46,012	-22,738	Director
2-E-862(001)-1	MATTAWA	FY 2009 Overlay Project	Audit	CC FV AD	211,700	-5,999	Director



# Washington State Transportation Improvement Board Project Activity Report

Reporting Period  
From 11/01/2008 to 12/31/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
2-E-880(001)-1	NESPELEM	Pavement Maintenance Prep Work	Audit	CC FV AD	135,350	0	Director
2-E-915(001)-1	OAKESDALE	First Street Walkway	Audit	CC FV AD	297,882	11,663	Director
2-E-915(002)-1	OAKESDALE	FY 2009 Sidewalk Maintenance Project	Audit	CC FV AD	21,465	-144	Director
2-E-872(001)-1	ODESSA	FY 2009 Seal Coat Project	Audit	CC FV AD	28,906	-21,370	Director
2-E-873(001)-1	REARDAN	FY 2009 Sidewalk Maintenance Project	Audit	CC FV AD	27,660	0	Director
2-E-885(002)-1	TONASKET	FY 2009 Overlay Project	Audit	CC FV AD	102,170	0	Director
Total SCPP Change						-59,332	
SP Program							
V-156(P03)-1	BELLINGHAM	Northshore Drive	Audit	CC FV AD	175,000	0	Director
2-801(P05)-1	CARNATION	Morrison Street	Contract Completion	CC	80,861	-2,801	Director
2-911(P02)-1	GARFIELD	2nd Street	Audit	CC FV AD	231,634	-2,715	Director
2-860(P01)-1	HARTLINE	Chelan Street and Willard Street	Audit	CC FV AD	239,311	-6,189	Director
V-969(P03)-1	ILWACO	Brumbach Street	Contract Completion	CC	216,257	-9,743	Director
2-931(P01)-1	KITTITAS	Main Street/Patrick Avenue	Construction	DE CN	286,550	0	Director
P-E-166(P01)-1	MILLWOOD	Argonne Road	Construction	DE CN	108,000	0	Director
P-E-845(P02)-1	RITZVILLE	Division Street	Contract Completion	CC	117,246	880	Director
P-E-032(P04)-1	SPOKANE COUNTY	Hatch Road	Audit	CC FV AD	140,000	0	Director
P-P-133(P01)-1	STEILACOOM	Steilacoom Blvd	Audit	CC FV AD	163,940	0	Director
P-E-176(P02)-1	WALLA WALLA	Rose Street	Construction	DE CN	175,859	0	Director
P-E-176(P04)-1	WALLA WALLA	Myra Road	Design	DE	54,155	0	Director
Total SP Change						-20,568	



# Washington State Transportation Improvement Board

## Project Activity Report

Reporting Period  
From 11/01/2008 to 12/31/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
UAP Program							
8-3-902(004)-1	COLVILLE	Railroad Street	Audit	CC FV AD	1,645,272	65,000	Director
8-3-009(007)-1	EAST WENATCHEE	Rock Island Road	Contract Completion	CC	749,070	0	Director
8-4-175(015)-1	ELLENSBURG	Ruby Street/Mountain View Ave	Contract Completion	CC	1,386,568	-5,462	Director
8-1-140(018)-2	LYNNWOOD	Olympic View Drive	Construction	CN	1,500,000	0	Director
8-4-171(008)-1	RICHLAND	Leslie Road	Bid Award	BA	1,470,000	0	Director
8-1-101(150)-1	SEATTLE	Greenwood Ave N	Construction	CN	2,170,788	0	Director
8-1-101(151)-2	SEATTLE	Bridge Way N and Fremont Circulation	Contract Completion	CC	844,522	-68,313	Director
8-1-101(155)-1	SEATTLE	Spokane Street - Lower Roadway	Design	DE	520,270	0	Director
-032(060)-1	SPOKANE COUNTY	Park Road	Contract Completion	CC	736,853	-91,202	Director
-032(063)-1	SPOKANE COUNTY	Freya Street	Construction	CN	683,999	0	Director
-179(008)-1	SUNNYSIDE	South 1st Street	Construction	CN	1,000,000	0	Director
-128(085)-1	TACOMA	Narrows Dr/North 26th St	Contract Completion	CC	1,493,238	-51,762	Director
-034(013)-1	THURSTON COUNTY	Yelm Highway (Design & ROW Only)	Bid Award	BA	1,300,000	0	Director
-178(003)-1	TOPPENISH	Toppenish Ave & 2nd Ave	Contract Completion	CC	709,700	-12,285	Director
8-4-180(019)-1	YAKIMA	River Rd	Audit	CC FV AD	1,568,000	0	Director
Total UAP Change					-164,024		
UCP Program							
9-P-114(005)-1	BOTHELL	SR-522	Design	DE	0	0	Director
9-P-113(010)-1	FEDERAL WAY	South 356th Street	Construction	CN	4,350,533	0	Director
9-P-207(001)-1	SAMMAMISH	244th Avenue	Design	DE	0	0	Director
9-P-116(010)-1	TUKWILA	International Blvd (SR-99)	Bid Award	BA	3,515,238	-684,762	Director





Washington State Transportation Improvement Board  
**Project Activity Report**

Reporting Period  
From 11/01/2008 to 12/31/2008

Project ID	Agency	Project Description	Current Phase	Phases	Total TIB Funds	Change in TIB Funds	Approval
Total UCP Change							-684,762

**Total Change**      **-929,424**

PND - Pending	CC - Contract Completion
PD - Predesign	FV - Final Voucher
DE - Design	AD - Audit
CN - Construction	WD - Withdrawn
BA - Bid Award	

# City of Redmond

NE 124th Street - SR-202 to 162nd PI NE

Requested Increase  
\$0

**Sidewalk Deviation Staff Review**  
FY 2008 Urban Corridor Program (UCP)  
TIB Project 9-P-107(010)-1

Board Meeting Date: January 23, 2009  
Bid Authorization Target Date: Apr 2009

## Project Information

### Existing Conditions

NE 124th Street is a very congested two-lane arterial with paved shoulders east of SR-202. Due to the lack of capacity, traffic backs up nearly half a mile during the morning and evening commutes. This has resulted in long delays and a high number of accidents.

### Proposed Improvements

This project widens NE 124th Street constructing additional lanes to accommodate traffic volume, modifies the traffic signals, and connects them to the city's traffic management center. In addition, bicycle lanes, sidewalks, and a storm collection and treatment system will be added.

## Funding Summary

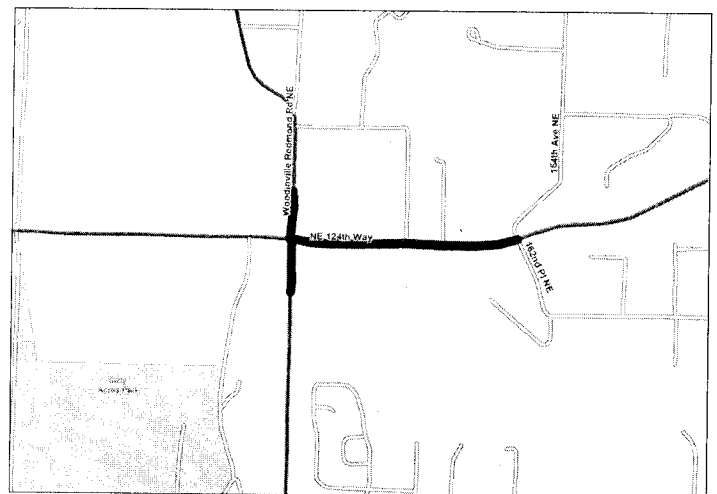
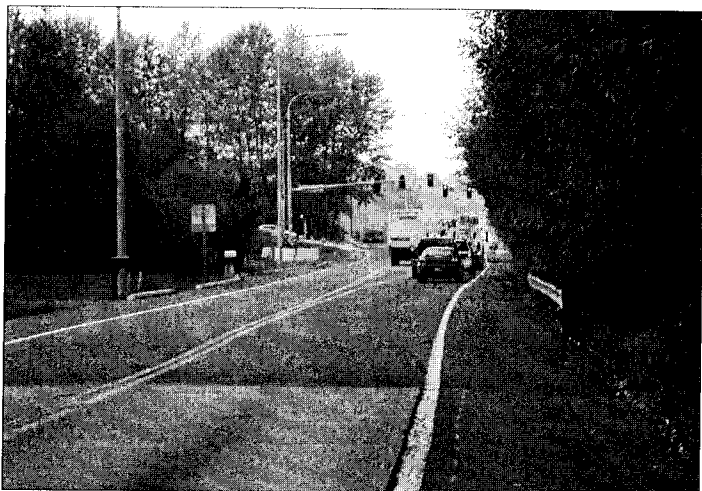
	Original	Increase	New Total
TIB Funding	\$3,170,200	\$0	\$3,170,200
Lead Agency Funding	1,329,800	0	1,329,800
Public Funding	250,000	0	250,000
Private Funding	1,500,000	0	1,500,000
<b>Totals</b>	<b>\$6,250,000</b>	<b>\$0</b>	<b>\$6,250,000</b>

## Discussion

The city is requesting a sidewalk deviation to eliminate the sidewalk on the north side of NE 124th Street. A VE Study was conducted, which recommended eliminating the proposed multi-use path along the north side of NE 124<sup>th</sup> Street and replacing it with an on-street bicycle lane. The proposed improvements will include a sidewalk on the south side and bicycle lanes along both sides of NE 124th Street.

Justification for the deviation is detailed below:

- The city of Remond would need to acquire right of way in an agricultural area in King County.
- Zoning of the area is currently one dwelling per five acres which would generate few pedestrian trips.
- If the path was constructed it would be located within a stream buffer that would require extensive environmental permitting and costly fish passage improvements.
- In the event development occurs in the future, the developer would be required to construct the sidewalk as part of the project.



## Recommendation

Staff recommends approval of a sidewalk deviation to eliminate the sidewalk on the north side of NE 124th Street.



## Redmond

January 5, 2009

Mr. Greg Armstrong, PE  
Washington State Transportation Improvement Board  
505 Union Avenue SE, Suite 350  
PO Box 40901  
Olympia, Washington 98504

**Re: Sidewalk Deviation Request**  
**NE 124<sup>th</sup> Street (SR 202 to 162<sup>nd</sup> Place NE); TIB Project 9-P-107(010)-1**

Dear Mr. Armstrong:

The City of Redmond requests consideration for approval of a sidewalk deviation, as allowed in Transportation Improvement Board (TIB) guidelines, on the above referenced project. This request is for eliminating a multi-use trail, planned as a parallel but separate facility from the proposed roadway improvements.

### Background:

The project proposes to widen NE 124<sup>th</sup> Street from the SR 202 intersection to approximately 1,200 linear feet east, increasing the roadway to two travel lanes in each direction. Due to constraints of an existing stream along the north side of roadway, and the maximum off-set design requirements between the east and west legs of the existing SR 202 intersection, the widening is all proposed to the south. Proposed improvements include two travel lanes and bike lanes in each direction, a left-turn lane, and sidewalk separated by a landscape planter strip on the south. Additionally, on the north side of the roadway a separated trail north of the adjacent stream was proposed to maintain the maximum off-set design requirements between the east and west legs of the existing SR 202 intersection.

Results and findings of the preliminary design found merit for requesting a sidewalk deviation for the planned trail north of the proposed project. Additionally, a Value Engineering (VE) Study performed on the project proposed eliminating the multi-use trail by maintaining a west-bound bike lane on the roadway (which can be accomplished) and obtaining sidewalk deviation from TIB.

The following issues are presented as justifications for granting the sidewalk deviation.

### Pedestrian Connectivity Considerations

The planned trail segment does not connect or extend any existing sidewalk facility and there are no pedestrian generators/destinations adjacent to the route or beyond the east or west termini of the project. If constructed, the trail would terminate at the eastern limit of the project with no connectivity to any other pedestrian facilities, and would require a difficult transition from the existing King County road shoulder.

**Mr. Greg Armstrong, PE**  
**Sidewalk Deviation Request**

**January 5, 2009**  
**Page 2**

Almost all of the pedestrian traffic in this area would be on the south side of NE 124<sup>th</sup> associated with the Washington Cathedral Church or access to the Sammamish River Trail. Pedestrian traffic is best served by the proposed sidewalk on the south side of NE 124<sup>th</sup> Street.

**Environmental Considerations:**

The trail would be placed adjacent to an existing Class II stream requiring mitigation for impact to the stream buffer. Any future trail extension easterly would also require significant impacts to wetlands that would need to be addressed.

**Zoning Considerations:**

The property east, west, and adjacent to the planned trail on the north side of NE 124<sup>th</sup> lies outside the City limits in unincorporated King County. King County zoning adjacent to the project is RA-5 (Rural Area - one unit per 5 acres); to the west is A-10 (Agriculture - one unit per 10 acres); and to the east is RA-2.5 (Rural Area - one unit per 2.5 acres).

**Right-of-Way Considerations:**

The required location of the trail is outside the existing right-of-way and beyond the current City limit. To construct the trail the City would be required to either 1) acquire additional property, thereby also requiring a jurisdictional boundary adjustment, or 2) acquire an easement, thereby requiring an additional, separate approval to obtain a permit from King County DDES. In initial meetings with the property owner, they were willing to grant an easement for the trail, but were requiring several costly items including fencing, lighting, and driveway entry widening that requires new fish passage culverts on the Class II stream that the project would not otherwise be disturbing.

The City believes that it is best to keep the limited number of pedestrians on the south side of NE 124<sup>th</sup> Street and this section will be continued for future projects that continue eastward.

Thank you for your consideration in this matter. Please feel free to contact me at (425) 556-2729 or [sgibbs@redmond.gov](mailto:sgibbs@redmond.gov) should you have any questions or need further clarifications.

Sincerely,

City of Redmond  
Public Works Department



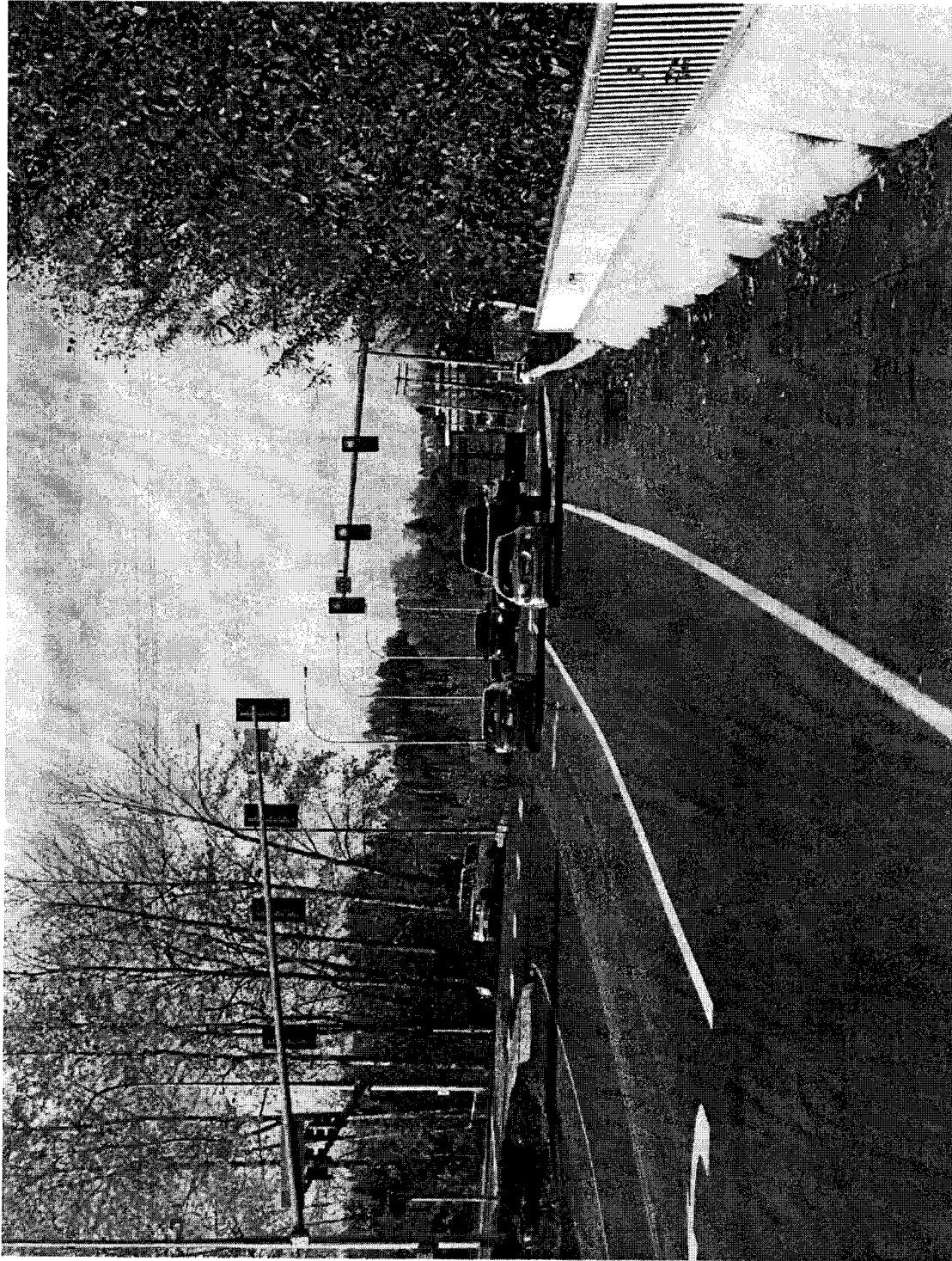
Steven C. Gibbs, PE  
Project Manager

cc: Mark Cole – Otak, Inc.  
Attachments (3)

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NE 124<sup>th</sup> west-bound approach to SR 202



State of Washington  
Transportation Improvement Board

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**WAC 479-05-211 Proposed Language Change  
January 22, 2008**

**BACKGROUND**

Projects funded as "construction only" in the Urban Arterial Program (UAP) and Urban Corridor Program (UCP) currently become delayed projects under the four and one-half or five and one-half years to bid award rule of WAC 479-025-211. Construction only projects are awarded on the expectation that they are ready projects and given extra points in the selection process for having completed project development work. Therefore, the normal time frames for UAP and UCP projects exercise little effective control over these project when they become delayed for several years.

**STATUS**

Change to the language would enact delayed project process for construction only projects after one year, if the lead agency does not move forward on the approved project.

**RECOMMENDATION**

Staff recommend approval on the revised WAC language as presented.



**WAC 479-05-211 When a project is considered delayed.** Projects are considered delayed when one of the following occurs:

(1) Urban corridor program projects do not reach construction phase within five years and six months.

(2) Urban arterial program projects do not reach construction phase within four years and six months.

(3) Projects awarded funding as "construction only" will be considered delayed if construction does not begin within one year of funding becoming available

~~(3)~~(4) All other programs must reach construction phase within two years and six months.

The date funding is made available to the local agency by TIB is the starting point in calculating the delay date.